

PRESENTATION

I-580

HOV LANE PROJECT

Public Information Meeting

March 2003

TRI-VALLEY
TRANSPORTATION COUNCIL





HOV LANE PROJECT

Presentation

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- ***Welcome***
- ***Project Team Introductions***
- ***Meeting Purpose & Agenda***



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Meeting Purpose & Agenda

Purpose of Meeting:

- Inform the public about the project.
- Provide opportunity for input, comments, and questions.

Agenda:

- 6:30 – 7:30 p.m. Open House
- 7:30 – 8:00 p.m. Presentation
- 8:00 – 9:00 p.m. Q&A/Comments Session



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Presentation Overview

1. Project Description
2. Project Alternatives & Variations
3. Schedule & What's Next
4. Questions & Answers





1. Project Description

Project Description:

- The I-580 HOV Lane Project would construct HOV (carpool) in the I-580 corridor and auxiliary lanes at selected locations. Study limits are from west of the I-580/I-680 Interchange to east of Greenville Road in the Livermore Valley.

Purpose & Need:

- Reduce congestion and delay and improve traffic safety and operations while encouraging use of alternative transportation modes.



Cost Estimates & Funding

PRELIMINARY COSTS

Total Project Cost: \$80,000,000 to \$250,000,000 plus

FUNDING

Traffic Congestion Relief Program*	\$25,000,000
Other State Transportation Funds*	\$45,000,000
New Measure B	\$10,000,000
Tri-Valley Transportation Development Fee	<u>\$8,000,000</u>
	\$88,000,000

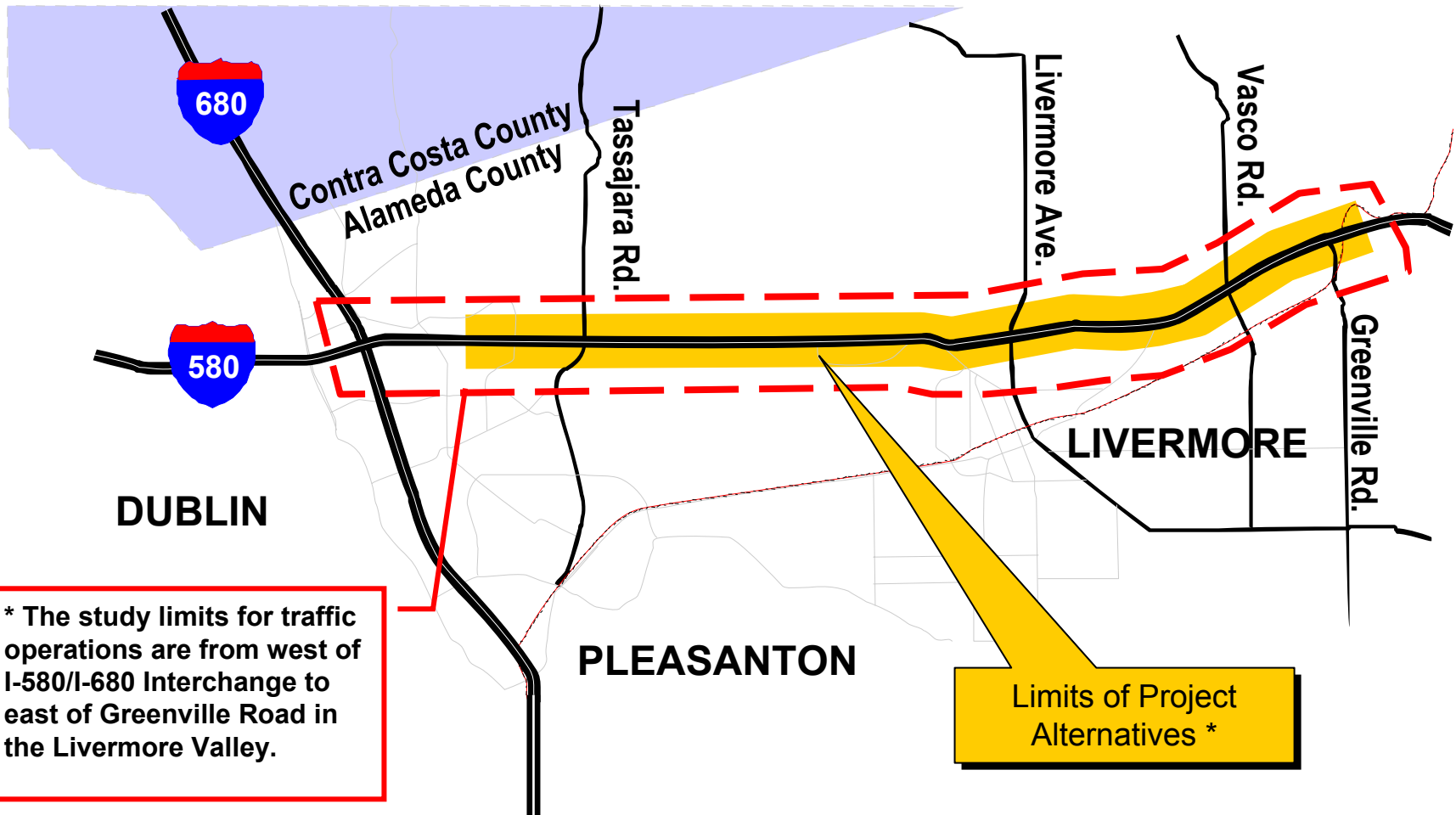
**Pending resolution of state budget*



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Project Location

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2. Project Alternatives & Variations

■ **Proposed Alternatives**

- *No Build*
- *Alternative 1, Variations 1.1, 1.2*
- *Alternative 2, Variations 2.1, 2.2, 2.3*
- *Alternative 3, Variations 3.1*
- *Alternative 4*



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No Build Alternative

- Under a “*No Build Alternative*,” the HOV lane project would not be pursued. Other approved projects would continue to go forward.





Project Alternatives & Design Variations

■ **Alternative 1**

- HOV Lanes in the Median (Tassajara Rd. to Vasco Rd.)

■ **Variation 1.1**

- HOV Lanes in the Median, Extended to Greenville Rd.

■ **Variation 1.2**

- HOV Lanes in the Median, Extended to Greenville Rd., and with Freeway Widened for Standard Shoulders



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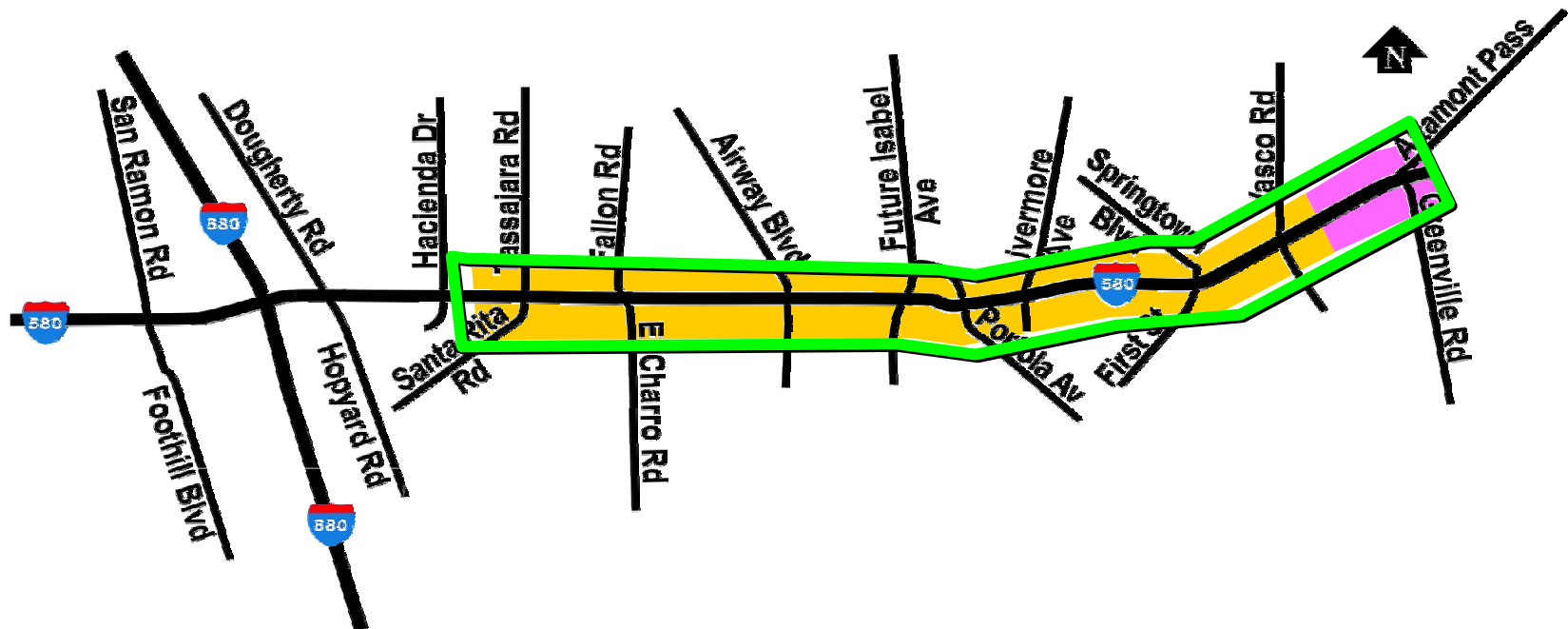


Alternative 1 – Project Limits Line Diagram

Tassajara Road to Vasco Road

Variation 1.1: Extended to Greenville

Variation 1.2: with Freeway Widened for Standard Shoulders





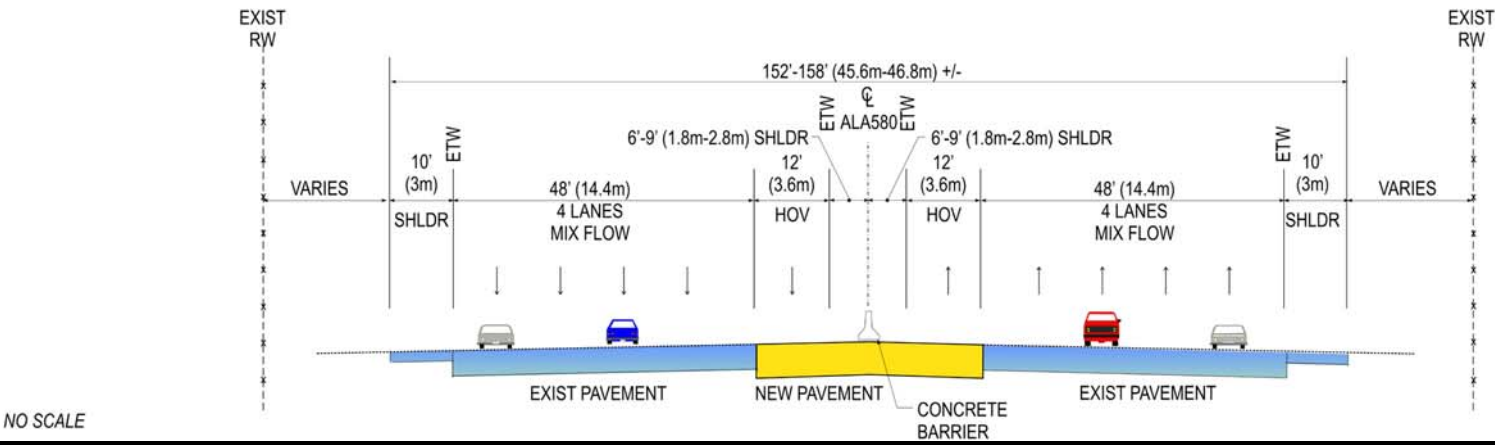
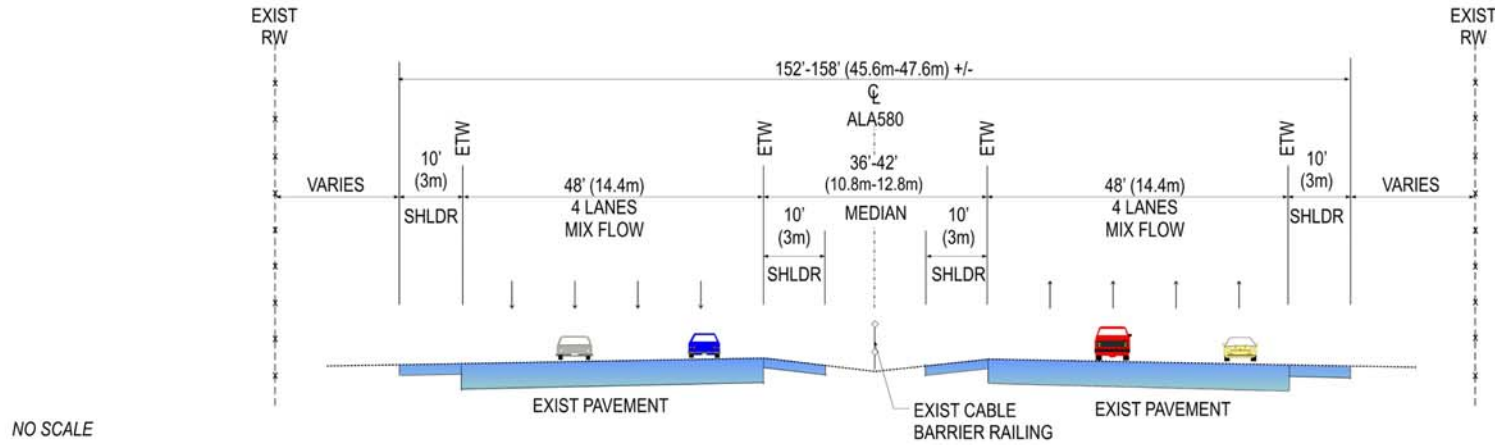
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Alternative 1 and Variation 1.1 – Typical Cross Section

Existing Typical Section



Proposed Typical Section (Without Auxiliary Lane)



Project Alternatives & Design Variations

■ Alternative 2

- HOV Lanes Outside the Median with Freeway Widened (Tassajara Rd. to Vasco Rd.)

■ Variation 2.1

- HOV Lanes Outside the Median with Freeway Widened, Extended to Greenville Rd.

■ Variation 2.2

- HOV Lanes Outside the Median with Freeway Widened and Bus Ramp to Dublin/Pleasanton BART Station

■ Variation 2.3

- Eastbound only HOV Lanes Outside the Median with Freeway Widened, Extended to Greenville Rd.



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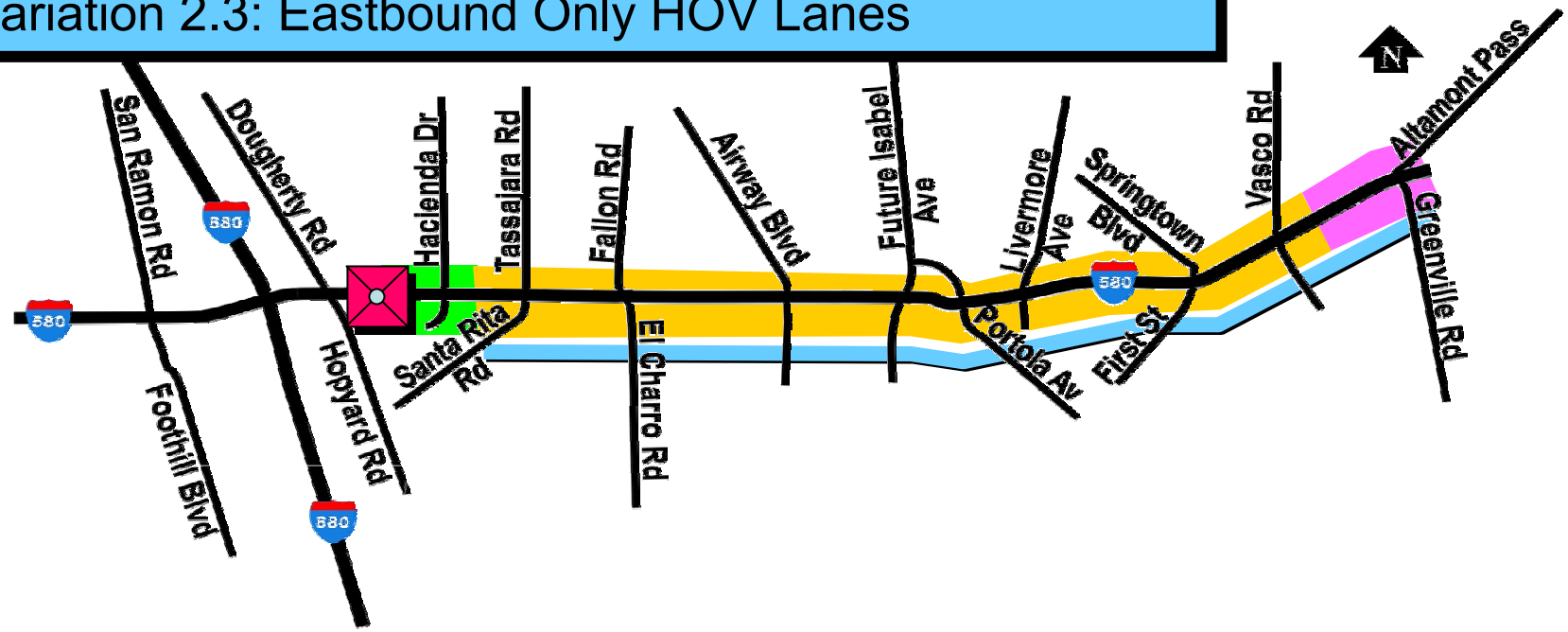
Alternative 2 – Project Limits Line Diagram

Tassajara Road to Vasco Road

Variation 2.1: Extended to Greenville

Variation 2.2: with Bus Ramp to BART Station

Variation 2.3: Eastbound Only HOV Lanes





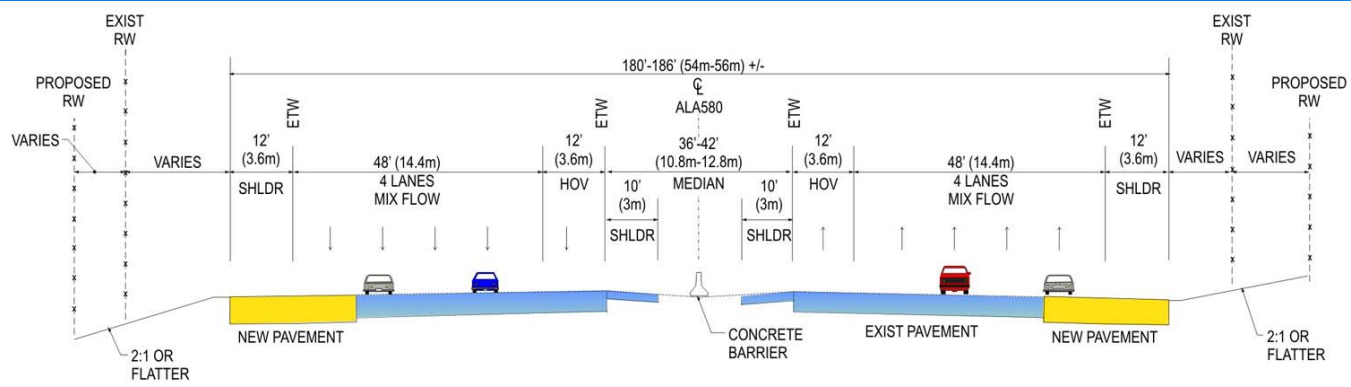
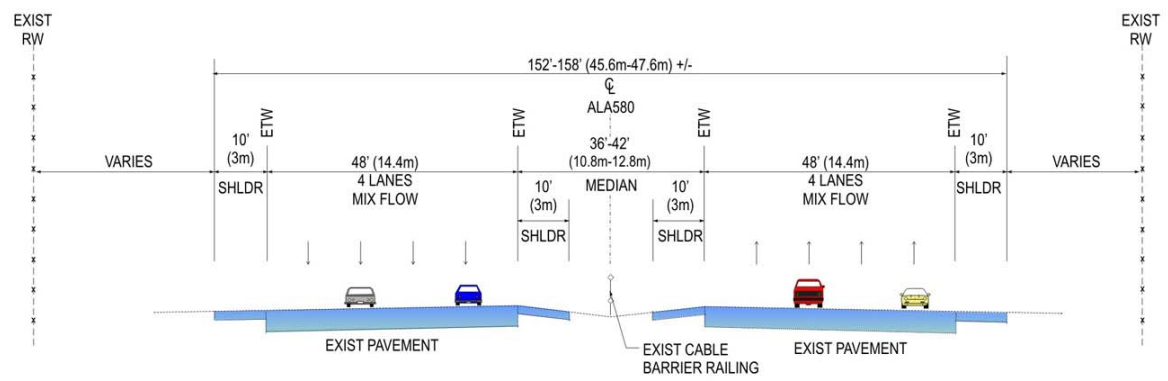
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Alternative 2, Variation 2.1 & 2.2 – Typical Cross Section

Existing Typical Section



Proposed Typical Section (Without Auxiliary Lane)



Project Alternatives & Design Variations

■ Alternative 3

- HOV Lanes Outside of Median with Freeway Widened and Median Widened for BART (Tassajara Rd. to Vasco Rd.)

■ Variation 3.1

- HOV Lanes Outside of Median with Freeway Widened and Median Widened for BART, Extended to Greenville Rd.



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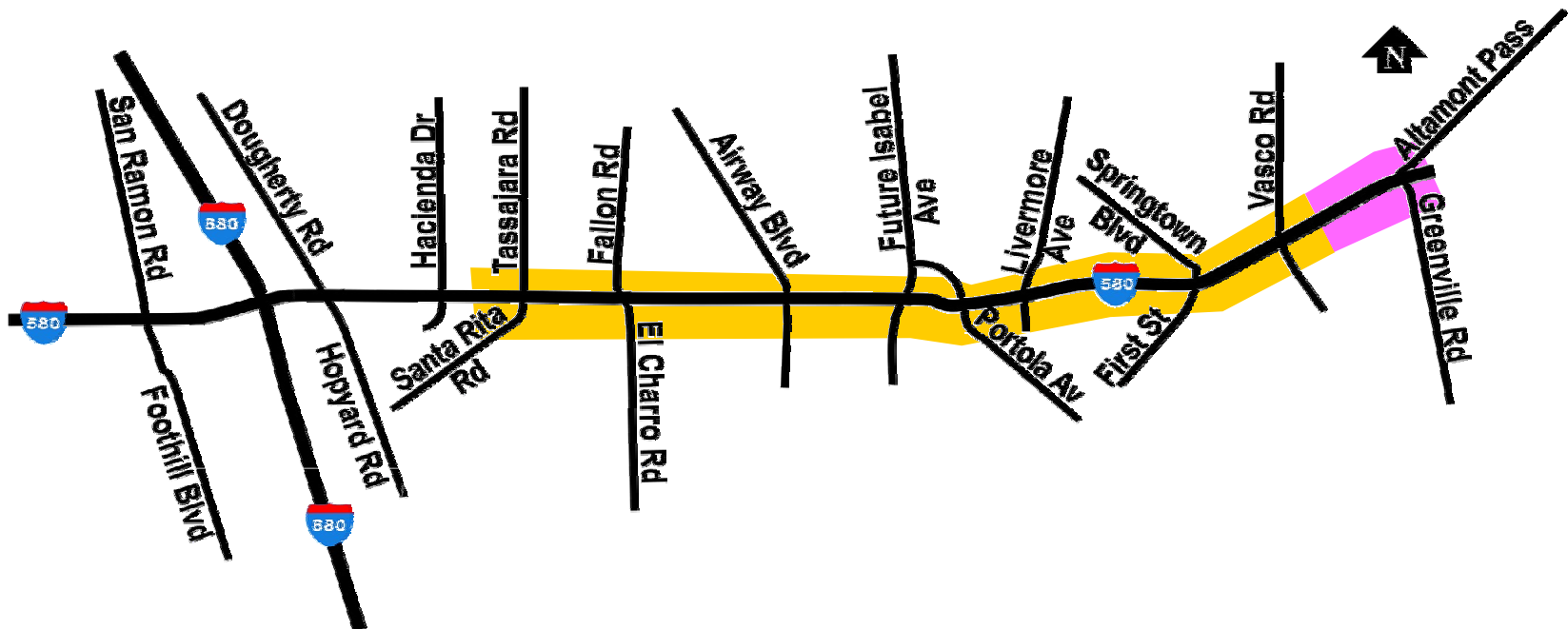
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Alternative 3 – Project Limits Line Diagram

Tassajara Road to Vasco Road

Variation 3.1: Extended to Greenville





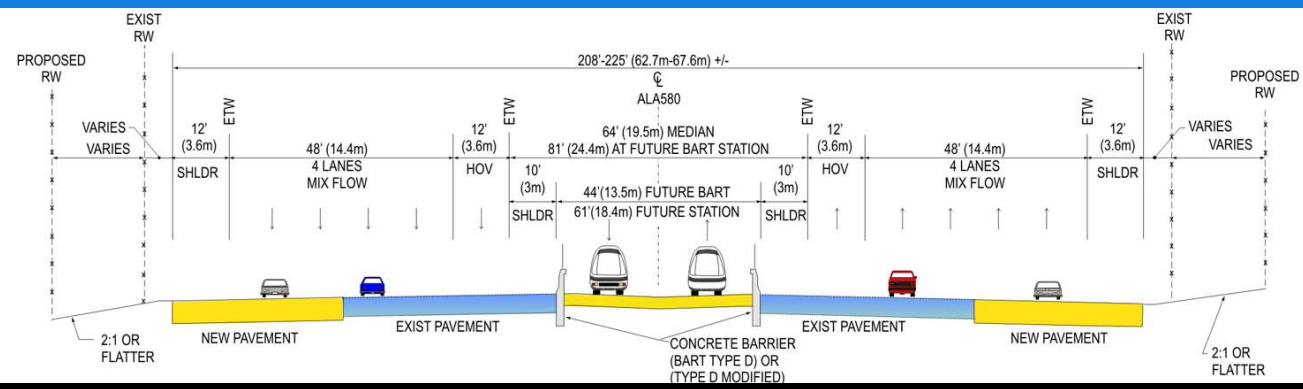
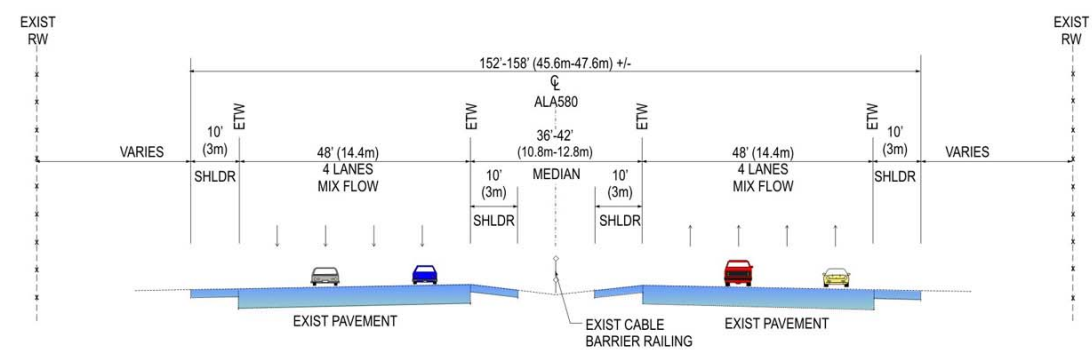
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Alternative 3 and Variation 3.1 – Typical Cross Section

Existing Typical Section



Proposed Typical Section (Without Auxiliary Lane)



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Project Alternatives & Design Variation

■ **Alternative 4**

- **Median Widened for BART with Express/HOT (High Occupancy Toll) Lanes Outside the Median and Freeway Widened from Tassajara Rd. to Greenville Rd.**



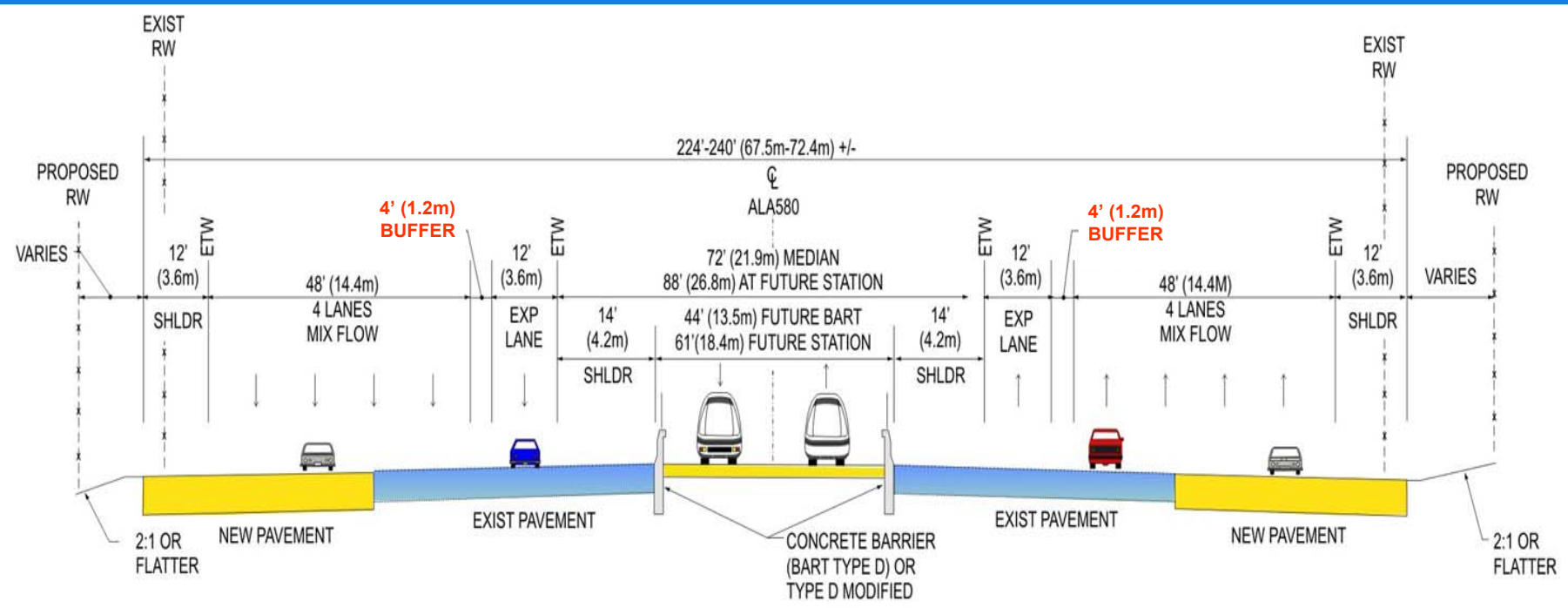


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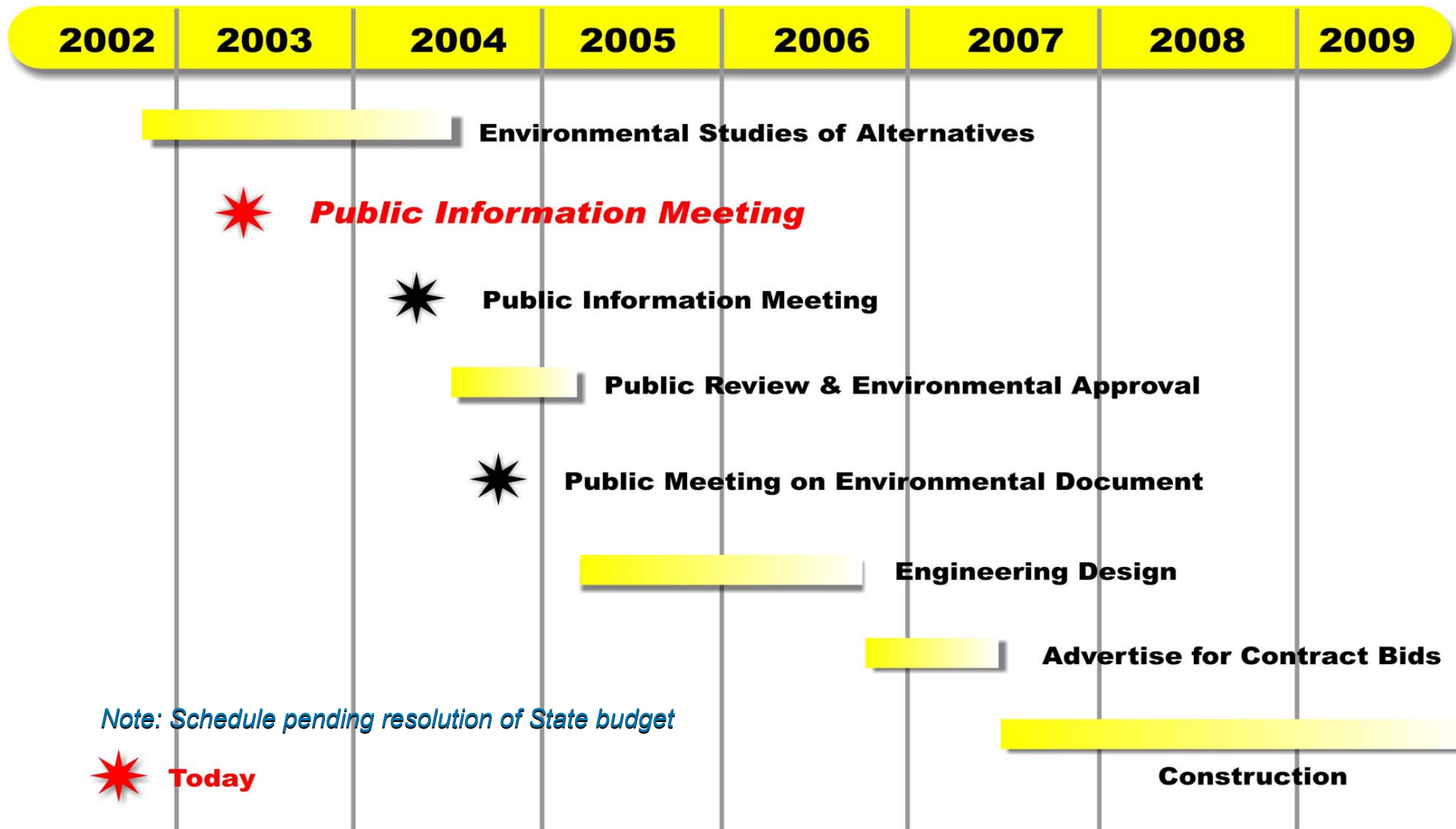
Alternative 4 – Typical Cross Section



*Proposed Typical Section
(Without Auxiliary Lane)*



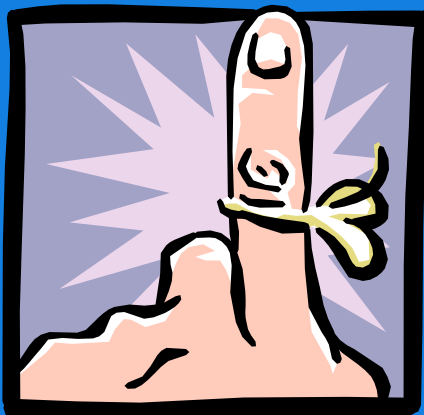
3. Schedule & What's Next



4. Questions & Answers

Q&A Guidelines:

- Raise your hand so we can bring you a microphone
- One person speaks at a time; let others finish speaking
- Limit questions/comments to 3 minutes



Don't Forget To:

- Sign the sign-in sheet
- Drop off or mail comment card with additional comments



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For Further Information

- Go to www.accma.ca.gov
- Contact Jean Hart, Deputy Director, Alameda County Congestion Management Agency, 510-836-2560
- Email: mail@accma.ca.gov



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